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Make Your
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WITH
MILKMAID
EVAPORATED
CREAM.

The China Mail.

ESTABLISHED 1845

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JAPANESE PHOTOGRAPHER
All kinds of photographs
Work done in latest style
Enlarging and retouching
Lithographs & Stencils
11, QUEEN'S ROAD
CENTRAL.

No. 15,848.

號十二月六年三十一百九千一英

HONGKONG, FRIDAY, JUNE 20, 1913.

五癸亥歲年二國民華中

PRICE, 28.00 Per Month.

Thorne's

No. 4
**OLD VAT
WHISKY**

as supplied to the House
of Commons.

A. S. WATSON & Co., Ltd.

ALEXANDRA BUILDINGS.

POPULAR

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.

Hongkong, January 2, 1912.

A SPY COMEDY.

HAPPY CONCLUSION OF A WAR OFFICE
TEST.

A German spy comedy has been enacted at Farham, Hants, presumably by War Office order, and the sequel demonstrated the vigilance of the civil population in these matters.

While cutting mangolds during the first week in May within hail of Fort Farham, one of the low-lying land forts protecting Portsmouth, a labourer was approached by a strange cyclist, who entered into a chat. He talked first about the crops and then came by easy stages to the fort, its strength, the number of officers and men garrisoning it, how many guns were mounted and what it was like inside. Not content with this, the "spy" pulled out a binocular, scanned the grass-covered ramparts, and began to draw rapidly in his sketch-book. This was too much for the labourer. He told his employer, a Mr. Baker, and Mr. Baker told the local police, who got into communication with the military authorities of the fort.

Police-Sergeant Mill accosted the stranger, who was still acting in a suspicious manner, and put a number of searching questions which the stranger evaded with. Finally the "spy" explained that he was Captain Laurie, of the Royal Marine Light Infantry, Gosport. He had come armed with credentials which the officer in command at Fort Farham at once accepted. It appears also that Captain Laurie acted as he did upon instructions from headquarters with a view to testing the efficiency of the watch kept from the ramparts of the fort. Since the incident it has been impossible to enter the fort without a pass, and the watch is very strict.

CHAMBERLAIN'S PAIN BALM.
A TOUCH of rheumatism, or a twinge of neuralgia, whatever the trouble, Chamberlain's Pain Balm drives away the pain at once and cures the complaint quickly. First application gives relief. When a bottle of it is kept in the house, the pain of burns and scalds may be promptly relieved, cuts and bruises quickly healed and swellings promptly reduced. In fact, for the household it is just such an emergency remedy as every family should be provided with. For sale by all Chemists and Druggists.

BUSINESS NOTICES.

A DAIRY IN A CUPBOARD

to be complete should comprise

A FEW TINS OF EACH OF

ITEM I.—MILKMAID CONDENSED MILK

For all Culinary and General Purposes.

ITEM II.—MILKMAID EVAPORATED CREAM

For Tea, Coffee, Cocoa, Ices and Stewed Fruits.

ITEM III.—MILKMAID STERILIZED NATURAL MILK

For Drinking Purposes.

For all purposes for which FRESH Milk is used.

WHY NOT HAVE

A DAIRY IN YOUR CUPBOARD

and be independent of the Milkman?

All Milkmaid Products are guaranteed to contain ALL the Cream.

BIJOU THEATRE.

ENTIRELY RENOVATED.

EVERY MODERN CONVENIENCE, COOL AND COMFORTABLE.

TO-NIGHT! SPECIAL ENGAGEMENT TO-NIGHT!

MISS OHNTA ZEREGA.

The World-renowned Classical Dancer, who has performed before the Crowned Heads of Europe, will make her Debut.
THIS EVENING at 9.15 p.m.
NEW PICTURES NIGHTLY.

Hongkong, June 4, 1913.

COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE.

ON and after the 15th instant the business of this Agency will be carried on by Mr. SAINT-CLAIR DE BUISSEURRE, Acting Agent, during Mr. (P. THOMAS) absence from the Colony.

P. THOMAS,
Agent.

Hongkong, June 13, 1913.

INDO-CHINA STEAM NAVIGATION
CO., LTD.

THE TRANSFER BOOKS of the Company will be CLOSED as from the 18th inst. to 30th July, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, June 17, 1913.

**CREAM ALPACCA
LUSTRES.**

SUITABLE for making LADIES' and GENTLEMEN'S DRESSES and COATS. 30 inches wide. Price \$10.00 per piece of 20 yds. Cash only. Apply ALEX. ROSS & CO., next door to Hongkong and Shanghai Bank.

SAMPLE ON APPLICATION.

Hongkong, June 5, 1913.

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.10 p.m. Every 10 minutes.

STREET CAR.

8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

8.00 a.m. to 10.00 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS are on Week Days.

SATURDAY.

Extra Cars at 12 mid-night.
SPECIAL CARS by arrangement at 2 1/2 Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON
General Managers.

NORTH BRITISH & MERCANTILE
INSURANCE CO.

IN WHICH ARE VERIFIED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1911.
£22,561,236.
—Authorized Capital £4,000,000
—Subscribed Capital £4,000,000
—Paid-up Capital £2,437,500
—Fire Funds £3,899,114
—Life & Annuity Funds £16,124,190
—Sinking Fund Account £8,673

Revenue Fire Branch £2,567,158
" Life and Annuity 1,973,269
Revenue Marine Department 263,895
Other Receipts 430,193
£2,834,515

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are not liable to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE UNITED STATES.

SHEWAN, TOMES & CO.,
GENERAL MANAGERS, HONGKONG.

J. T. HAMILTON, GENERAL MANAGER
FOR THE EAST, TOKYO.

New Insurance Paid for £25,637,500

Outstanding Insurance amounts £232,653,220

Arrears amount to £104,065,655

Surplus amounts to £17,323,718

Dividends to Policyholders

1910 10,576,157

Total paid Policyholders 1910 53,439,360

Total Expenses for 1910 10,892,093

Gross earnings from Interest and Rents for 1910 21,844,523

Gross rate of Income from Investments 1910 4.42%

Hongkong, Feb. 23, 1912.

THE GRAND CARLTON HOTEL

An Ideal Family Hotel, where Living is a Real Pleasure

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of O. E. OWEN,
Proprietor.

TELEGRAPHIC ADDRESS: GRAND
Hongkong.

BUSINESS NOTICES.

THE EASTERN BAZAAR
(W. ASSOMULL & Co.)

Late of D'Aguilar Street HAVE REMOVED to Commodious premises at No. 33, QUEEN'S ROAD CENTRAL.

In addition to SILKS, DRAPERIES, and a large variety of other Goods, an entirely new line has been opened up in JEWELLERY.

INSPECTION RESPECTFULLY SOLICITED.
Hongkong, June 12, 1913.

TRADE MARK
Mineral Water.

The Best Table Water.
PT. For Case 4 Dozen £5.00. BABY, For Case 5 Dozen £5.00.

Agent: TOKYO HOTEL, 33A, CONNAUGHT ROAD CENTRAL.
Hongkong, June 16, 1913.

SHOPPING MADE EASY.
THE STORE FOR EVERYONE.

THE QUEEN'S ROAD CENTRAL CO.
AND GENERAL MERCHANTS
UNIVERSAL PROVIDERS.

ONE OF OUR SPECIALTIES:

HIGH CLASS TAILORS & EXPERIENCED CUTTERS:

PERFECT FIT GUARANTEED.

THE ONE PRICE STORE.

High Standard of Quality.

Cheapest Store in the East.

Queen's Road Central: The Old Supreme Court. Telephone 1450

Hongkong, June 10, 1913.

WING FAT CHEONG,
TAILORING AND OUTFITTINGS.

Just Unpacked for Summer Wear.

WASHABLE SHOWER PROOF SUITINGS.

LIGHT WEIGHT WORSTED TROPICAL SUITS.

MADE TO ORDER WITHIN SHORTEST TIME.

NEW PANAMA HATS AND RWEAR.

24A, DES VOEUX ROAD CENTRAL.

OUR BREAD
PERFECTION.

CAKES & PASTRY
PAR EXCELLENCE

TIFFINS, DINNERS & REFRESHMENTS THE BEST.

ALEXANDRA CAFE CO.

Hongkong, April 7, 1913.

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

J. H. TAGGART, Manager.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

Open to the South Wind in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the harbor and adjacent island for forty miles.

A FIRST CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Terms—From 50 p.m. per day Mex.

Telephone Add: Peak Hotel.

Local Office: 4, Des Voeux Road.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION

AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHHMANN, Proprietor.

THE GRAND CARLTON HOTEL

An Ideal Family Hotel, where Living is a Real Pleasure

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of O. E. OWEN,
Proprietor.

TELEGRAPHIC ADDRESS: GRAND
Hongkong.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. net.

in Bags of 250 lbs. net.

Shewan Tomes & Co.

GENERAL MANAGERS.

**VICTORIA
PRICKLY HEAT LOTION.**

The Standard of Excellence.

The claims made for merit in other preparations find their realization alone

in the superior merit of our

PRICKLY HEAT LOTION.

50 cents and \$1.00 per bottle.

VICTORIA DISPENSARY.

A CHOICE SELECTION

TRY'S KING GEORGE V.

AND QUEEN MARY

CHOCOLATES.

CADBURY'S IMPERIAL CHOCOLATES.

A SPECIALITY

FRESH HOME-MADE CHOCOLATES.

Weismann, Limited.

Hongkong, July 20, 1910.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE

"BOURNVILLE COCOA represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation in food value and delicacy of flavour, and is second to none in any respect whatsoever." Medical Magazine, March, 1912

**CADBURY'S
CHOCOLATES**

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong Dec. 17, 1901.

**Cocktails
Cocktails!
Cocktails!**

Caldbeck's Gin Cocktail

Caldbeck's Vermouth Cocktail

FAMOUS FOR YEARS

\$1.50 per quart bottle, duty paid.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1884)

Hughes and Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.
General Auctioneers
AND
Share, Coal and
General Brokers.
PROPRIETORS
"TO-KWA-WAN"
COAL STORAGE.

Codes used:
A.B.C. 4th & 5th Editions.
AL TELEGRAPHIC CODE.
Telegraphic Address:
MIRNOR HONGKONG.

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on
SATURDAY,
the 21st June, 1913, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House St.,
Cotton Crepe Shirts, Pyjama Suits, Lady's and Gent's Kymonoes, Cotton Crepe and Silk Blouses, Dress Materials, Silks, etc., etc.
ALL NEW GOODS,
And
Several pairs Lady's Black and Tan Shoes.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, June 18, 1913. 759

CHEN KWONG & CO., LD
GENERAL IMPORT & EXPORT.

CANTON
LARGE WHOLESALE & RETAIL
STORE:
FURNITURE, Draperies, Groceries, Boots and Shoes, Clocks, Watches, Ironmongery, Wines and Spirits, Foreign Clothes for gentlemen made to order by our own tailors.
Large assortment of Chinese Silks and Foreign Goods of every description.
All goods sold at reasonable prices.
The Cheapest and Best place in Canton and Hongkong to buy Chinese and Foreign Goods.
SUE PAI FOO STREET, CANTON.
Nos. 237, 238, Des Voeux Road and No. 120, Connaught Road Central.
Tel. No. 811.
Hongkong.

JAPANESE MAKERS.
EVERY KIND
OF
Footwear
MADE
TO
ORDER

OHERRY & CO.,
FEDDER STREET,
Opposite Hongkong Hotel.
Telephone No. 491.
Hongkong, May 5, 1913.

LESSONS IN CHINESE.

MR LI HON YAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.
He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.
Those who intend learning the Chinese language are requested to write care of China Mail office or direct to 24, Hollywood Road, 1st floor.
Hongkong, May 17, 1913.

DONT Forget after the Show, Supper, and Light Refreshments.
ALEXANDRA CAFE
Open till midnight.

LASSITUDE AND HOW TO OVERCOME IT.

DURING the overrating "muggy" weather, which so constantly marks the second quarter of the year, lassitude is the lot of a large number of people. The physical sensation is accompanied by a mental indisposition to work, and a lack of tone of the whole system.
Who is there, then, who will not gladly adopt a regime which completely overcomes this mental and physical apathy, and restores the vim and snap of life?
Yet, to quote Hamlet's famous words, "It is as easy as lying," when once it is remembered that a really revivifying and restorative tonic food, rich in vital phosphorus, will do this.
Unique among such foods is Sanatogen, which, as that distinguished medical author Dr. C. W. Saleeby, writes, "is a specially adapted food that has solved the problem of giving phosphorus in such a way that the nervous system can take hold of it."
It acts like a charm in removing lassitude and in replacing it with a sensation of buoyancy and reinvigoration. Testimony to this effect is forthcoming in the statements of distinguished men. Mr. H. S. Staveley Hill, M.P., writes from the House of Commons in London, where men are particularly prone to lassitude:—"I find Sanatogen a most excellent tonic and restorative after the hard work of the session. It appears to me to contain all the qualities necessary for a tonic which secures the object in view, namely, the removal of lassitude, and it gives increased vitality."
Sanatogen, which can be obtained at all Chemists, should be used by everyone whenever he feels the least disposition to lassitude, weariness, or fatigue.

HOTELS
THE STATION HOTEL,
NATHAN ROAD, KOWLOON.
ELECTRIC LIGHT AND FAN.
BATH-ROOM TO EACH ROOM.
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.
BILLIARD ROOM.
Private Dining Room.
EXCELLENT CUISINE.

For Particulars apply to
THE MANAGER,
Tel. No. 1129. Tel. Address: "STATION."
Hongkong, Feb. 3, 1913. 296

KINGSCLEERE HOTEL,
HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.
Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.
Telephones in Bedrooms and Sitting-rooms throughout.
Telephone No. 1122.
A.B.C. Code 6th Ed.
Hongkong, September 1, 1906. 124

KING EDWARD HOTEL

FIRST-CLASS HOTEL.
UNDER EUROPEAN MANAGEMENT.
EXCELLENT ROOMS.
ELECTRIC LIGHTS & FAN.
REASONABLE RATES.
TELEPHONE 473.
H. HAYNES, Manager.
Hongkong, October 2, 1908. 138

WYNDHAM HOTEL,
WYNDHAM (FLOWER) STREET,
Opposite Clock Tower.

LOCATION good for Hillside Society and ONLY TWO MINUTES' WALK FROM BUSINESS CENTRE.
Families, Residents and Tourists made thoroughly comfortable.
Terms Moderate.
RUN ON FIRST-CLASS LINES
Under the Personal Supervision of the Proprietress
M. S. HOY.

BRASSIDE PRIVATE HOTEL,

STANDING in its own grounds with Tennis and Croquet Lawns, large airy and well furnished Rooms, every home comfort, Fine View of the Harbour.
Telephone No. 690.
Apply to: **Mrs F. W. WATTS,**
"Brasside," 20, Macdonnell Road.
Hongkong, September 3, 1908. 13

SINGON & CO.
ESTABLISHED A.D. 1880.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings, General Storekeepers, Ship Chandlers, Nos. 55 and 57, Haze Lane, 2nd Street, west of Central Market, Telephone No. 515.
Hongkong, September 4, 1902.

SIEN TING,
Savoyan Diner.
No. 14, D'Almeida Street.
TERMS VERY MODERATE
Consultation Free.

ARMED MERCHANTMEN

(Continued from page 2.)

Under the Declaration of Paris "privateering is and remains abolished." The Declaration of London, however, replaces the Declaration of Paris, and in the former document there is no prohibition of privateering, the revival of which was officially admitted by the First Lord of the Admiralty in the House of Commons on March 26th last. How many German ships are held in readiness for transformation into warships is unknown to the public, and the Admiralty at any rate professes ignorance. The actual damage they could inflict on our maritime trade is, naturally, problematical; but it is greater than would have been possible a few years ago owing to the large reduction in the strength of our naval forces in foreign seas. In 1903 we had on foreign stations a total of twenty armoured ships, and 53 protected or unarmoured vessels of 1,000 tons or over. At the present moment we have only nine armoured ships (including the Gibraltar squadron) and 25 lesser vessels of 1,000 tons or over, so that the total under these two heads has been reduced from 73 to 34. To a large extent this is compensated by the much lighter grip the Navy possesses on the North Sea; but this does not affect the privateering question very closely, because such vessels can effect the transformation from merchant ship to properly commissioned commerce destroyer on the high seas. Another important point in favour of the privateer is that the Declaration of London will confer upon him the right to sink a prize, neutral or other, if the commander of the captor believes it to be a good prize, and if it would be inconvenient or dangerous to him to take the vessel into port.

The Admiralty first began to consider the possibility of using merchant ships in war in 1876, when a list was opened of ships complying with certain conditions as to speed, strength, and so on of such a nature as to give them some value in war. By 1885 no fewer than 150 vessels figure in this list, and when war with Russia seemed so imminent in that year sixteen were taken over as cruisers (one, the Oregon, being actually placed in commission), and 118 were held in readiness to act as transports. The payment of subsidies to steamship owners was first provided for in the Estimates of 1887-8, in connection with two ships belonging to the White Star and two to the Cunard Company. One of the conditions governing the use of the ships by the Admiralty was that the Government should pay the owners twenty shillings per gross registered ton per month during the period of hire if the crews were supplied by the owners, and fifteen shillings if they were provided by the Admiralty.

At the end of 1905 the Admiralty were paying subsidies in respect of twelve ships, as follows:—Cunard, Lusitania, and Umbria (Cunard), Omrah, Ophir, and Orienta (Orient), Danube and Nile (Royal Mail Steam Packet), Orons (Pacific), and Empress of India, Empress of China, and Empress of Japan (Canadian Pacific Railway). In addition to the ships there was an additional list of twenty-nine, belonging to the same companies, which were described as "held by the owners at the disposition of the Admiralty without further subsidy." The reason of policy which led to the construction of the Lusitania and Mauretania has, however, brought about a considerable reduction in the number of ships of this sort at the disposal of the Admiralty, for while it was 30 at the end of 1905, and 41 in 1906, it is now only 24. An annual subsidy of £150,000, paid to the Cunard Company in respect of the Lusitania and Mauretania, while the remaining ships of the line are also liable to be taken over by the Admiralty without subsidy, but of course, at a price for hire or purchase. The two vessels named are fitted to carry twelve 6-inch guns apiece. The larger vessels subsidized by the German Government are believed to be fitted for eight 5.9-inch, four 4.1-inch, two 3.4-inch, two 6-inch, and four 4-inch guns. They are also designed to carry two 200 ft. torpedo-boats and sixteen torpedoes.

Various proposals for making greater use of merchant ships in war have been made at one time and another, but the whole question, apart from privateering, has been considerably changed in character by the developments of the last few years. In every navy there are now sea-going warships which can maintain for days a speed equal to that of the fastest liner, and which, in the advantage which the latter could once claim on the ground of speed and its consequent ability to attack the weaker and escape from the stronger no longer holds. Professor J. H. Bly in 1894 suggested that the Admiralty should make arrangements with the shipping companies for the construction of ships to which side armour could be fitted (especially in the event of war; but this seems to have got no further. Shipbuilders and naval architects have for years been busy with the possibility of what they call a "combined naval and mercantile marine" (to use the phrase embodied in a resolution passed by a conference of naval architects and marine engineers at Glasgow in 1911); but they do not appear to make sufficient allowance for the high degree of specialization now necessary in warships of all classes. Every additional fitting carried in a merchant ship represents a reduction in its cargo-carrying capacity, and therefore a loss to the owners; and the very best such a ship is but a poor substitute for a cruiser, except for commerce-destriving purposes. Again, it must be remembered that we are so very largely dependent on the free flow of our commerce that it is not vital to the welfare of a large number of ships from the trade routes would be in the best interests of the country. It is, of course, the tramp that is the backbone of our merchant service; but it is the tramp that will be first to be laid up when war comes for fear of capture or destruction. In view of that fact it is a debatable point whether the fifty best liners in the merchant service would not be better employed in doing the "frob and carry" work of the tramp, which they could do much better, than the tramp, than in attempting to do the work of cruisers. In the meantime it is to be hoped that the armament of the mercantile marine will proceed apace. With a few more such vessels constantly using the principal trade routes our commerce would have little to fear from the stern privateer, "Naval and Military Record."

GEO. P. LAMMERT AUCTIONEER.

SHARE & GENERAL BROKER.

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction on
MONDAY,
the 23rd June, 1913, commencing at 2.30 P.M., at No. 7, MOUNTAIN VIEW, The Peak.
A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE,
(Full Particulars from Catalogue).
On View from Saturday, the 21st June.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, June 18, 1913. 764

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on
TUESDAY,
the 24th June, 1913, commencing at 2.30 P.M., at his Sales Rooms, DUNDAS STREET.
A QUANTITY OF
VALUABLE AND USEFUL HOUSEHOLD FURNITURE,
(Removed to Sales Rooms for convenience of Sale and to be sold WITHOUT RESERVE).
Comprising:—
Single and Double Wardrobes with Bevelled Glass Doors, Single and Double Iron Bedsteads, Teak Washstands, Toilet Tables, Chest-of-Drawers, Teak Writing Tables, Hairstands, etc., etc.
Tapestry Covered Drawing Room Suite, Overmantels with Bevelled Glass, Tapestry and Leather Covered Armchairs, Fancy Chairs, Engravings, etc., etc.
Large Teak Dining Table, Dining Chairs, Fine Teak Sideboard, Dinner Waggons, Cutlery, Crockery, etc., etc.

Also
One Plate Chest, complete.
Two New Dinner Sets.
Six Typewriters (including one Remington and one Smith Premier in fine Condition).
40 Pair New Lace Curtains (in suitable lots).
One Rubber-tired Ricksha with Lamp.
One Grand Piano by "Broadwood."
One Cottage Piano by "John Brinsmead and Sons."
One Auto-Piano by "Stock."
And
A few pieces of Blackwood Ware.
TERMS:—As usual.
Catalogues will be issued.
On view from Monday, the 23rd June.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, June 19, 1913. 768

One Plate Chest, complete.
Two New Dinner Sets.
Six Typewriters (including one Remington and one Smith Premier in fine Condition).
40 Pair New Lace Curtains (in suitable lots).
One Rubber-tired Ricksha with Lamp.
One Grand Piano by "Broadwood."
One Cottage Piano by "John Brinsmead and Sons."
One Auto-Piano by "Stock."
And
A few pieces of Blackwood Ware.
TERMS:—As usual.
Catalogues will be issued.
On view from Monday, the 23rd June.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, June 19, 1913. 768

BON TON.



JUST ARRIVED:
LADIES' SLICHTS, GOWNS, COMBINATIONS, etc., also another BARGAIN OF LADIES' READY-MADE DRESSES to be had in all sizes.

NOTICE

HIGH-CLASS PRINTING
—AND—
BOOK BINDING

DOES AT
THE CHINA MAIL OFFICE.

BOOKS & PAMPHLETS A SPECIALTY

Proprietors, Trade Circulars, Programmes, Menus, etc., etc.
Artistically Arranged and Carefully Printed.

China Frocks and prompt delivery guaranteed.
You send us the copy we do the rest.
YESTERDAY: Fresh, Fried or Stewed.
Fried Ham, Kippers, &c.
ALEXANDRA CAFE

A Stimulant as Satisfactory as Alcohol.

O.T.
O.T. is the long-wanted happy medium between a "hard" and a "soft" drink. It compares with spirituous liquors in its stimulating qualities, its satisfying body and its piquant bite—but it is free from alcohol, and is without intoxicating or other undesirable effects. O.T. is a beneficial drink for ladies when needing a stimulant owing to its warming and comforting properties. No home should be without a bottle.

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THE "HALF-SPEED" MAN AND WOMAN.

What it means when you feel "Below, Par."

How Dr. Williams' Pink Pills, the Famous Home Remedy, re-vitalise your faulty blood and sick nerves.

You must know what it means to feel "Below Par." Most people do, especially those who live "out of gear." Your nerves feel out of gear. You become irritable, languid and depressed. You have an aching head; your brain feels fogged. Your appetite is bad and your digestion weak.

With some people this condition of "Below Par" comes and goes; with others it is chronic; they can't shake it off. It interferes with business, spoils recreation and robs life of all its joys. These men and women are only able to live and work at "half-speed." Their energy and nerve-power have evaporated; they cannot work for long without breaking down; indeed, they are always "breaking down."

Here is Convincing Evidence.

Major Francis King, who after a distinguished military career has gained considerable reputation as an Army tutor and author of military educational books, writes from 25, Park Road, West Kensington, London.

Dr. Williams' Pink Pills.

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CORRESPONDENCE. THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

(Continued from page 4.)

a measure bought by the Reclamation Company's operations is acquired 2,000 shares in the latter Company from which since 1905 it has received a steady 7 per cent. income.

The operations of the Reclamation Company have so far been confined to the Kowloon side of the Harbour in carrying out this large reclamation at Kowloon Point which it acquired in 1902 from the Government at Public Auction as a lot of \$451,000 and upon the reclamation of which it expended a sum of over \$250,000. Some part of the land thus reclaimed was sold two years later to Messrs. Butterfield and Swire, but the large area remaining from which no income of any sort was derived and which had to carry a high rate of Crown Rent in addition to the loss of interest upon capital remained in the Company's possession until 1909, when a part was sold to the Government and the balance until June last year—a situation which I think will agree with you have been too burdensome for the Land Company to carry.

The Reclamation Company has not and does not compete in land transactions with this Company, and the enormous profits to which you refer have been derived solely from the sale of the Kowloon Point Reclamation, a work which, as already pointed out, it would have been impossible for the Land Company to undertake without heavy borrowing or increase of capital.

The answer to your enquiries is as follows:— 1.—The amount paid as Managing Director's Fees for the years 1909-1912 inclusive is \$458,745.17 and for Directors' Fees \$97,500.

2.—The area disposed of when the Land Company sold to the Reclamation Company Kowloon Marine Lot 49 was 105,000 square feet and the price was \$2.50 per square foot. Subsequent to the acquisition by the Reclamation Company of this property they extended the lot by purchase from the Government and the reclamation at considerable cost of an area of 264,633 square feet, which now gives them the area of land in Yau-mai to dispose of to which you refer.

3.—It is difficult to state the value of this property today, but the price asked by the owners is \$4 per square foot. 4.—The Reclamation Company has had no other transaction in land with this Company.

5.—I forward under separate cover the latest list of shareholders made up on 27th January.

The Directors of the Reclamation Company are all also under the Directorate of this Company—Yours faithfully, (Sgd.) MOWBRAY S. NORTHGOTE, Acting Secretary.

III. Whiteholme, Hoylake, Cheshire. Temporarily at 6, Lower Sloane Street, London. To the Secretary, Hongkong Land Investment Co., Hongkong.

Dear Sir,—I have submitted your letter of 21st March to several of our Home shareholders, one of whom in his reply makes the following comment:—"I am struck by the fact that the Secretary's letter of 21st March is a laboured defence of a rival concern."

I beg to enclose a joint reply influentially signed, which will show you that Home shareholders in the Land Investment Co. feel they have good reason to complain of their position vis-a-vis the Reclamation Co.

In order to let Eastern shareholders know of the correspondence, I am sending it to the papers. Meantime might I ask you to be so good as to send me a copy of your "Articles of Association," and if you could obtain for me a copy of the Articles of Association of the Reclamation Co. I would esteem it a favour. There is, of course, an additional alternative to the two proposals in the joint letter, but it is one which the shareholders in the Reclamation Co. can alone settle, and that is, that they might divide up their handsome profits of about one and a half million dollars and wind up the Company and so let the old Company proceed on its course with a first call on the knowledge and influence of its own directors—Yours faithfully, (Signed.) G. STEWART.

London, May 29th, 1913.

To the Secretary, Hongkong Land Investment and Agency Co., Hongkong.

Dear Sir,—Your letter of March 21st has been submitted to us by Mr. Gershom Stewart and, although the statement giving the reasons why the shareholders in the Land Investment Co. were not offered pro rata the shares in the Reclamation Co. cannot from our point of view be considered convincing, still it is rather with the future than with the past that we wish to deal, and therefore with regard to the past we content ourselves with pointing out that the one transaction which the Investment Co. has had with the Reclamation Co. seems

to have, eventuated much to the advantage of the latter. After paying us \$2.50 per foot for 105,000 square feet, and after reclaiming 264,633 square feet, the Reclamation Co. now finds itself in the possession of 429,633 square feet, which, at the owner's valuation of 4 dollars a foot, works out at a value of \$1,718,532, showing, no doubt, a handsome profit to the Reclamation Co., as we notice from the Reclamation Co.'s accounts that their property stands in at \$945,002.82 only! We submit that if the property was good enough for the new Company to buy, it was good enough for the old Company to keep.

The paragraph in your letter which says that the Reclamation Co. "has not and does not compete in land transactions with the Investment Co." does not cover the important question of future competition which is fore-haloed by the statement made by the Chairman of the Reclamation Co. at their last general meeting:—

"That they carried forward a large sum of money so as to purchase properties if such be offering."

If the Reclamation Co. had been a Company ad hoc to deal with one specific area of Land and then to wound up, we would only be in the position of regretting that we had so little share in the profits, but now that the profits, instead of being divided, are going to be used "to purchase properties," an entirely new position has arisen.

It has for many years been apparent that Kowloon with its Railway possibilities, offers one of the best fields for land operations in the Colony, and it is a field which The Land Investment Co. is a firm in a position to take the fullest advantage of, if the errors and disappointments of the past are to be redressed.

Our chief disappointment is naturally a drop in the dividend from 12 dollars per share to 7 dollars per share, although as your letter admits, we have paid to our managing directors since the beginning of this century \$458,745.17 and to our other directors \$97,500; or a total of \$556,245.17, and we would also point out that we have secured, but little, if any, addition to our reserve funds out of earnings.

We contend that, in view of figures of this magnitude, we are entitled to claim that our managing directors and directors ought not to assist in the management and direction of the Reclamation Co. now that that Company has started a fund to deal in properties, as it appears to us impossible for members of our Board, the bulk of whom are also on the Board of the Reclamation Co., to adopt and maintain an attitude which will be perfectly impartial and fair to both companies.

The position as it stands is one which especially affects Home shareholders, who, according to the last printed list of shareholders, represent more than half the shares in the Company, and who are unable to attend meetings and express their views.

May we venture to suggest two alternatives to meet the present state of affairs:— 1.—Either that our directors should elect which Company they prefer to serve of and retire from the other.

Or—That the two companies should be amalgamated by the Land Co. issuing sufficient new capital to take over the assets of the Reclamation Co. at a fair valuation.

It is only by some such policy that the objections of some shareholders to the present arrangements in regard to the management and direction of the two companies can be removed. We are, dear Sir, Yours faithfully, JAMES R. ANTON, A. B. JOHNSON, W. N. BAIR, ROBERT MITCHELL, S. G. BURD, H. H. NELSON, W. H. BRUCE, W. H. PARLANE, N. J. ENL, CLEMENT PALMER, W. E. EDWARDS, G. W. F. FLYNN, O. T. EDWARDS, J. F. REYCE, R. M. GRAY, R. L. RICHARDSON, SYDNEY HANCOCK, GERSHOM STEWART, WILLIAM HARTIGAN, W. WOTTON, J. H. HUNT, L. WARNER, CHANTREY ISCHOLD, ALFRED T. MAVER.

LIFEBOAT CREW ON STRIKE.

The crew and launchers of the Royal National Lifeboat Institution's lifeboat stationed at Port Erin, Isle of Man, have gone on strike. They allege that when it became necessary to house the new boat presented to the station, labourers who are not members of the crew, and who do not usually assist in launching operations, were employed, to the detriment of the fishermen.

ASKING FOR TROUBLE.

A pig belonging to a farmer at Giza, Spain, was killed by a mastiff owned by a pork butcher, after it had four times returned to and been driven away from the latter's shop.

The Man Who Gets There. Is the man who has blood—real rich red blood—and plenty of it—in his body. WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND makes blood—lots of it—lively giving, brain nourishing, strength replenishing blood. OF ALL CHEMISTS. PRICES: \$1.25 and \$2.25.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, June 19th, 1913. At 100 cents per Dollar American.

Butcher Meat.

Beef Sirlon & Prime Cut—Moi Lung	15	18
Beef—Ham Ngau Yuk	15	18
Beef—Shin	15	18
Beef—Nagu Lam	15	18
Beef—Tong Yuk	15	18
Beef—Ngau Yik Pa	15	18
Sirlon Coton—Ngau Lau	23	25
Sausages—Ngau Ching	20	22
Bullock's Brains—Know	10	12
Tongue Irish—Ngau Li	45	48
Beef—Ham Ngau	15	18
Beef—Ngau Sun	15	18
Beef—Salt—Ngau Kiu	15	18
Beef—Salt	15	18
Beef—Ngau Kark	15	18
Kidneys—Ngau Yik	15	18
Tail—Ngau Mei	15	18
Liver—Ngau Kon	15	18
Tripe (unpressed)—Ngau To	6	8
Calvo Head & Feet—Ngau-chai-tan	21	23
Mutton Chop—Young Poi Kwat	15	18
Leg—Young Poi	25	28
Shoulder—Young Shau	25	28
Pine Chidlings—Chu Cheong	27	30
Beef—Chu Kow	15	18
Beef—Chu Kark	15	18
Beef—Chu Tau	15	18
Beef—Chu Sun	15	18
Kidneys—Chu Yik	15	18
Liver—Chu Con	15	18
Pork Chop—Chu Fai Kwat	23	25
Leg—Chu Fai	27	30
Fat or Lard—Chu Yau	30	33
Chu Tread Pig's Fry	30	33
Sheep Head & Feet—Young Tai Kark	65	68
Heart—Young Sun	7	8
Kidneys—Young Yik	9	10
Liver—Young Con	15	18
Sucking Pig, To Order—Chu Chai	22	25
Suet, Beef—Sung Ngau Yau	19	22
501 Mutton—Sung Young Yau	25	28
Veal—Ngau Chai Yuk	18	21
Sausages—Ngau Chai Cheung	18	21

Poultry.

Chicken—Kai Chai	39	42
Capons, Large, mall—Sin Kai	24	27
Ducks—Ap	27	30
Doves—Pan Kau	20	23
Eggs, Hen—Kai Tan	20	23
Fowls, Canton—Kai	38	41
Hainan—Hoi Nam	35	38
Geese—Ngau Kai	24	27
Wild Duck—Shang-ho Yee Ngai	24	27
Goose, Weng Kong	24	27
Lark, Shanghai—Tu Chai	24	27
Utridge—Che Khoo	24	27
Geant—Shan Kai	24	27
Geons, Canton—Pak Kap	24	27
Hotho—Hoi Hoi Pak Kap	24	27
Quail—Gin Chan	27	30
Goose Bids—Ho Fa Cheur	27	30
Goose—Sa Choy	27	30
Turkeys—Chee Poh Kai Kung	68	71
Hen	20	23
Wild Ducks, Shanghai—Shang-hoi Sui Ap	24	27
Teal—Sui Ap Chai	24	27
Wild Ducks Canton—Sung Shing Sui Ap	24	27

Fish.

Barbel—Ka Yu	24	27
Bream—Bin Yu	24	27
Canton Fresh Water Fish—Hoi Hin Yu	18	21
Carp—Li Yu	20	23
Calfish—Chik Yu	10	13
Codfish—Moi Yu	16	19
Crabs—H	16	19
Outlet Fish—Moi Yu	18	21
Dab—Sa Mang Yu	17	20
Dace—Wong Mei Lun	10	13
Dog Fish—Tui Tu Sa	1	4
Cole, Congee—Hoi Mann	20	23
Fresh water—Tam Si Yu	20	23
Eels, Yellow—Wong Gin	32	35
Frog—Tien Kai	32	35
Grouper—Sok Pan	56	59
Gudgong—Pak Kap Yu	22	25
Herring—Tao Pak	12	15
Halibut—Cheung Kwan Kuo	24	27
Labrus—Wong Fa Yu	22	25
Louch—Wu Yu	22	25
Lobsters—Lung Ha	25	28
Mackerel—Chi Yu	14	17
Monk Fish—Ming Yu	33	36
Mullet—Chai Yu	20	23
Oysters—San Co	18	21
Parrotfish—Kai Kung Yu	18	21
Patch—Tau Loo	18	21
Pike—Fa Pau Fong	18	21
Plaice—Pan Yu	20	23
Pomfret, Black—Hak Cheung	20	23
Pomfret, White—Pak Cheung	32	35
Prawn—Ming Yu	40	43
Ray—Pai Pa Yu	10	13
Roch Fish—Sok Fa Cheung	10	13
Roach—Chiu Yu	10	13

Meat.

Salmon—Ho Yau Yu	23	26
Shark—Sa Yu	3	6
Skate—Po Yu	3	6
Shrimps—Ha	20	23
Snapper—Lap Yu	23	26
Sole—Tat Sa Yu	24	27
Tenck—Wan Yu	20	23
Turbot—Cho Hoi Yu	18	21
Turbot, small, fresh water—Kork Yu	62	65
White Bait—Ngau Yu Chai	1	4

Fruits.

Almonds—Hung Yan	30	33
Apples (California)—Sam San Ping Kiu	25	28
(Chefoo)—Tin Chun Ping Kiu	1	4
Small—Hoi Tong	1	4
Outard—Fan Lai Chai	1	4
Bananas, fragrant, Canton—Sai Seng	3	6
Hong Kong	3	6
Bananas, (wides), Macao—San Heng Chai	4	7
Cherries, Chinese—Fong Lat	1	4
Carambola—Young Tui	1	4
Cocoanuts—Yeh Tui	13	16
Lemons, China—Ning Moong	1	4
China—Kun San Ning Moon	1	4
Lichees Dried—Lai Chi, small Stone	10	13
Fresh	10	13
Limes, (Sargon)—Sai Kung Ning Moong	10	13
Mango, Manila—Lai Seng Moong	15	18
Mangosteen—San Chik Tui	30	33
Oranges, (Canton)—San-shing Tin Ching	15	18
Oranges Sweet	1	4
Pears, (American)—Sam San Shoot Kiu	15	18
(Canton), Cooking—Sa Lay	10	13
Peanuts—Fa Sang	10	13
Persimmons Large—Hung Chai	12	15
Fine apples, Islatiquity—Poon Ti Pau Law	10	13
2nd—Chung Tang Pau Law	10	13
Plantain—Tat Chai	15	18
Plums—Swatow, Hung Lai	8	11
Pumelo, Siam—Chim Lo Yau	25	28
Shanghai—Lo Kwat	15	18
Walnuts—Hoi Tui	15	18
Green—Sung Hoi Tui	1	4
Water Melon—Kun San Sai Kwa	1	4
(China) Sai Kwa	1	4
Grapes—Sung Po Tai Tui	15	18

Vegetables &c.

Artichokes, Shanghai—Sheng-hoi	10	13
Chickens	10	13
Beans, (French), Macao—Oh Moon Pin Tui	10	13
(French), Shanghai—Sheng-hoi	10	13
Sprouts—Ah Cho	10	13
Long—Tao Ko	10	13
Best Root—Hung Chai Tan	10	13
Brinjals, Green—Ching Yau	10	13
Red—Hung Kiu	10	13
Cabbage, Chinese, com—Kai Choy	10	13
Cabbage Red—Hung Yee Choy	10	13
Cabbage, Shanghai—Yeh Chai	10	13
Cane Shoots, bunch—Kau Shun	10	13
Coalflower, Large size Tai Yeh Chai	10	13
Medium size—Cheung Yeh Chai	10	13
Small size—Sai Yeh Chai	10	13
Carrots—Kam Shun	10	13
Celery, Chinese—Tung Kan Chai	10	13
Ench—Young	10	13
Chillies Dried—Gon Lat Chai	10	13
Red—Hong Far	10	13
Green—Ching La Chai	10	13
Curry Stuff, English—Kai Lee Chai	10	13
Jackfruits—Ching Kwa	10	13
Bitter Squash—Fa Kwa	10	13
Garlic—Que Tau	10	13
Onions, young—Sun Tui Kwong	10	13
Old—Lo Kwong	10	13
Horse Radish, Shanghai—Lai Kiu	10	13
Indian Corn—Sok Mai	10	13
Lettuce—Young Sang Chai	10	13
Water Chestnuts—Ma Tai	10	13
Mandarins—Kwai Lam Ma Tai	10	13
Mushrooms, Fresh—Sung Chai Koo	10	13
Muski Melon, Amer.—Kam San Hong Kwa	10	13
Okra—Sung Chong	10	13
Onions, Bombay—Young Chong Tau	10	13
Green—Sung Chong	10	13
Shanghai—Shang-hoi Chong Tui	10	13
Papaw, Lat guai—Tai Mui San Kwa	10	13
2nd—Chun	10	13
Farlowy—Kun Chai	10	13
Green Peas—Ching Tau	10	13
Potato, Sweet—Pau Shu	10	13
Shanghai—Shang-hoi Chai	10	13
Japan—Yat Poon Chai	10	13
American—Fa Ki	10	13
Fooding—Fook-chow Shu Tau	10	13
Pumpkin—Tung Kwa	10	13
Radish—Hoi Lo Chai	10	13
Thunbar (Fresh)—Tui Won	10	13
Sage—Tao Yu	10	13
Shallots—Oon Chai Tui	10	13
Solomochi—Yin Chai	10	13
Tomatoes—Fan Chai	10	13
Taipei—Wu Tau	10	13
Turnips, Pencil (Long)—Lo Pak	10	13
English—Young Lo Pak	10	13
Vegetable Marrow—Chik Kwa	10	13
(Am)—Kam San Chai	10	13
Water Cress—Sai Kwong Chai	10	13
Lily Root—Tin Ngan	10	13
Yam—Tui Shu	10	13

Lawn Bowls.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WEEKLY despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	To Sail	REMARKS
LONDON, via Suez Ports (ARCADIA)	Capt. S. H. Barclay	June 21st	See Special of Call
LONDON & ANTWERP	Capt. F. J. Fox	25th June	Passage
SHANGHAI, MOJI, KOBE & YOKOHAMA	Capt. O. Phillips	27th June	Passage
SHANGHAI	Capt. C. H. S. Tocz, R.N.R.	3rd July	Passage

All the above steamers are fitted with Wireless Telegraphy.
S. & O. R. N. Co.'s Office.
E. A. HEWETT, Superintendant.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong, June 21, 21st	From Quebec, June 21, 21st
EMPERESS OF RUSSIA, June 21, 21st	EMPERESS OF RUSSIA, June 21, 21st
EMPERESS OF INDIA, June 21, 21st	EMPERESS OF INDIA, June 21, 21st
EMPERESS OF JAPAN, June 21, 21st	EMPERESS OF JAPAN, June 21, 21st

Steamships leave HONGKONG at 12.00 Noon.

The 'EMPERESS OF RUSSIA' and 'EMPERESS OF INDIA' are now quadruple screw 20 knot turbine steamers of 16800 tons gross—the finest, fastest and most luxurious on the Pacific.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Fadder Street and Praya (opposite Blake Pier).

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

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NIPPON Yusen Kaisha
(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION	STEAMERS	SAILING DATES
MANILA, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	MISHIMA MARU, Capt. F. L. Sommer, Tons 16000	WEDNESDAY, 2nd July, at Daylight
VICTORIA, B.C. & SEATTLE, via KAILUING, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	KAGA MARU, Capt. Tabata, Tons 12500	WEDNESDAY, 15th July, at Daylight

DESTINATION	STEAMERS	SAILING DATES
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 8300	WEDNESDAY, 2nd July, at Noon
COLOMBO, SINGAPORE, PENANG, & RANGOON	CEYLON MARU, Capt. —, Tons 4000	SATURDAY, 28th June

DESTINATION	STEAMERS	SAILING DATES
ROBE & YOKOHAMA	TOSA MARU, Capt. Sato, Tons 12500	MONDAY, 23rd June
BOMBAY, via SINGAPORE, COLOMBO & PORT SAID	HAMARURA MARU, Capt. Hori, Tons 12500	MONDAY, 23rd June

DESTINATION	STEAMERS	SAILING DATES
SHANGHAI, MOJI, KOBE, PENANG MARU, YOKOHAMA	Capt. Yama, Tons 12000	WEDNESDAY, 2nd July
NAGASAKI, ROBE AND YOKOHAMA	INABA MARU, Capt. Tominga, Tons 12500	WEDNESDAY, 2nd July, at 11 a.m.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS COMMENCING 1st JUNE, ENDING 30th SEPTEMBER, 1913.

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$135	\$122	\$105	\$95
2nd class \$81	\$75	\$65	\$57

With option of Rail between Steamer's calling Ports in Japan.
For further information apply to T. KUSUMOTO, Manager.
Telephone No. 292.

"HONGKONG'S MUSICAL HISTORY"

BY H. L. O. GARRETT.
Being a record of a series of articles that appeared in the CHINA MAIL

Price 50 cents

SHIPPING

THE BIG 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
17,000 tons, twin screws	17,000 tons, twin screws	13,000 tons, twin screws	13,000 tons, twin screws
Also 11,000 tons, China, 10,000 tons, and 9,000 tons.			

SOME FEATURES OF SERVICE.
Lights, Fans, Swimming Tank, Band, Calamine Games, Amusements, Wireless, Submarine Signal Service and Bilge Keels.

THE COSS is not more by the route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is only \$12.00, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$14.00. For the INTERMEDIATE SERVICE First Class accommodations are provided for 424 to London (return ticket \$20.00) and to San Francisco (\$24.00). SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	TONS	STARTING	TUESDAY	1st July, at Noon
PERUSSIA	9,000	Starting	FRIDAY, 4th July, at 1 p.m.	
KOREA	13,000	"	SATURDAY, 19th July, at 1 p.m.	
SIBERIA	13,000	"	TUESDAY, 29th July, at 3 p.m.	
CHINA	10,000	"	TUESDAY, 29th Aug., at 1 p.m.	
MANCHURIA	17,000	"	TUESDAY, 19th Aug., at 3 p.m.	
MONGOLIA	17,000	"	TUESDAY, 29th Aug., at 1 p.m.	

Intermediate Steamers.
Passengers holding through tickets have the privilege of travelling by train between Kobe and Yokohama free of charge.

HONGKONG—MANILA SERVICE.
FROM HONGKONG: Leave Hongkong, July 1 PERUSSIA, July 3, July 19 CHINA, July 21, July 8 KOREA, July 10, July 27 MANCHURIA, July 29.

LET US PLAN AN ITINERARY FOR YOU.
King's Building (opposite Blake Pier).
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915.

TOYO KISEN KAISHA.
IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.SAN FRANCISCO LINE
Operating the THREE TRIPLE SCREW TURBINE Steamers
OHIO MARU, SHINYO MARU & TENYO MARU.
Speed 21 Knots. Displacement 22,000 Tons.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER
Speed 18 Knots. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).
Steamer Captain Date of Sailing.
Tenyo Maru—E. Best—Saturday, 21st June, at Noon.

SHINYO MARU—W. U. T. Fisher—SATURDAY, 12th JULY, at Noon.
OHIO MARU—W. W. Green—THURSDAY, 7th AUG., at Noon.
NIPPON MARU—A. G. Stevens—TUESDAY, 26th AUG., at Noon.

The S.S. TENYO MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, the 21st June, at Noon.

SOUTH AMERICA LINE.
(In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO, and the TRUENATECO NATIONAL RAILWAY at SALINA CRUZ).
The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.
The Steamers:
BUYO MARU, HONGKONG MARU & KIYO MARU.
Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).
Steamer Tons Date of Sailing.
Kiyo Maru—17200—Tuesday, 5th Aug., at Noon.
BUYO MARU—10500—SATURDAY, 4th OCTOBER, at Noon.
ANYO MARU—18000—WEDNESDAY, 3rd DEC., at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.
SPECIAL FARES—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.
Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent, KING'S BUILDING (Opposite Blake Pier).

THE EASTERN & AUSTRALIAN
MAIL SERVICE
LIMITED.

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (Subject to Modification)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	June 27	June 21st, at Noon
EASTERN	July 25	July 19th, at Noon
EMPIRE	August 22	August 16th, at Noon

These above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

DOUGLAS STEAMSHIP CO., LD.
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light, Excellent Saloons.

FOR SWATOW, AMOY & FOCHOW AND RETURN.
(Occupying 9 to 10 Days).
CAPTAINS
HAIYANG—Capt. A. E. Hodgins—FRIDAY, 20th June, at 11 A.M.
HAIYING—Capt. W. G. Taylor—TUESDAY, 24th June, at 11 A.M.
HAIYAN—Capt. J. S. Beach—FRIDAY, 27th June, at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 5 Days).
HAIYUN—Capt. J. W. Evans—SUNDAY, 22nd June, at 10 A.M.
HAIYUN—Capt. J. W. Evans—WEDNESDAY, 26th June, at 11 A.M.

Steamers will arrive at, and depart from the Company's Wharf near Blake's Pier.
For Freight and Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION
FOR STEAMERS TO SAIL
SHANGHAI—LINAN—June 21, Midnight.
MANILA, CEBU & ILOILO—June 24, at 4 p.m.
WEIHAWEI & TIENTSIN—June 25, at Noon.
HAIKONG—June 26, at 9 a.m.
SHANGHAI—June 28, at 4 p.m.
SHANGHAI—June 28, Midnight.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.
S.S. 'LINTAN' and S.S. 'SANU'.
MANILA LINE. Twin Screw Steamers 'Chishua', 'Taming' & 'Tean'. Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean'.
SHANGHAI LINE. The Twin Steamers 'Anhui', 'Chenan', 'Linan', and the S.S. 'Luchow', having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.R.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These Steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.
REDUCED FARES: Single \$45 Return \$75.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.
Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
For STEAMERS TO SAIL
MANILA—LOONGSANG—SATURDAY, June 21, at 2 p.m.
TIENTSIN—CHEONGSHING—SUNDAY, June 22, Daylight.
SINGAPORE, PENANG & CULCUTTA—KUMSANG—MONDAY, June 23, at 2 p.m.
Kobe—HOPSONG—TUESDAY, June 24, at Noon.
SHANGHAI—KONGSANG—WEDNESDAY, June 25, at Noon.
MANILA—YUENSANG—SATURDAY, June 28, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).
The steamers Kumsang, Yumang & Fookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the Luchow and Kwangyang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 15 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified Surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tsingtau.
Taking Cargo on through Bills of Lading to Koda, Lahad Dato, Simporna, Swatow, Unkang, Jesselton and Labuan.
For Freight or Passage, apply to Telephone No. 215.
JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG & RANGOON.

WESTWARD
The S.S. 'HOLLA', 5267 tons gross, Capt. W. W. Tucker, will be despatched for SINGAPORE, PENANG and RANGOON on the 9th July, at Daylight, taking cargo and passengers at current rates.
For Freight & Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.
'SHIRE' LINE SERVICE—HOMEWARDS.
For STEAMERS Date of Departure
LONDON & ANTWERP—FLINTSHIRE—about 15th July.
LONDON, HULL/LEITH AND ROTTERDAM—MONMOUTHSHIRE—about 3rd August.

NEW TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.
VICTORIA, VANCOUVER AND SEATTLE—'HARPAGUS'—about 19th June.
VANCOUVER, SEATTLE, TACOMA & PORTLAND—'VESTALIA'—about 30th June.
VANCOUVER, SEATTLE, TACOMA & PORTLAND—'DEN OF RUTHVEN'—about 27th July.
Cargo accepted on through Bills of Lading to all the principal destinations in Europe, and North and South America.
For further particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.
Hongkong, February 15, 1913.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.
S.S. 'JELUNGA', 5,206 tons, Capt. Sullivan, will be despatched for MIKE, KOBE & MANI on 30th June.
S.S. 'APCAR', 4,450 tons, Captain Walker, will be despatched for SHANGHAI, KOBE and MANI on 9th July.

WESTWARD
S.S. 'G. APCAR', 4,000 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA, on 28th June.
S.S. 'DILWARA', 5,328 tons, Capt. G. N. Ramo, R.N.R., will be despatched to above on 1st July.
The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or Passage, apply to DAVID SASSOON & CO., LTD., AGENTS.
Hongkong, Feb. 15, 1913.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
STEAMER ATLANTIQUE.
COMPAGNIE DES MESSEAGERIES MARITIMES.

CONSIGNEES of cargo from London at 22.30 on 20th June, in connection with above steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and unsecured Godowns of the Hongkong and Shanghai Wharf & Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon 'To-day', requesting it to be landed here.
Bills of Lading will be countersigned by the Underwriters, and Goods remaining unclaimed after the 23rd instant, at Noon will be subject to rent and insurance charges.
All claims must be sent in to me on or before the 25th inst., or they will not be recognized.
All damaged packages will be examined on the 23rd inst., at 10 A.M.
No Fire Insurance has been effected.
P. THOMAS, Agent.
Hongkong, June 18, 1913.

TOYO KISEN KAISHA

NOTICE TO CONSIGNEES.
FROM SAN FRANCISCO, via HONOLULU, JAPAN PORTS AND MANILA.

THE Steamship TENYO MARU.
The above-mentioned steamer having arrived, Consignees of cargo are hereby informed that all goods are being landed at their risk into the Company's Godown at West Point, whence delivery may be obtained.
No Fire Insurance whatever will be effected.
No claims will be recognized after the Goods have left the Godown, and all Goods remaining undelivered on June 23rd, at 5 p.m. in the afternoon, will be subject to storage charges.
All claims must be filed on or before 30th June, otherwise they will not be recognized.
S. MORIMOTO, Agent.
Hongkong, June 16, 1913.

DAVID SASSOON & CO., LTD.

AGENTS.
Hongkong, Feb. 15, 1913.

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STEAMER ATLANTIQUE.
COMPAGNIE DES MESSEAGERIES MARITIMES.

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Bills of Lading will be countersigned by the Underwriters, and Goods remaining unclaimed after the 23rd instant, at Noon will be subject to rent and insurance charges.
All claims must be sent in to me on or before the 25th inst., or they will not be recognized.
All damaged packages will be examined on the 23rd inst., at 10 A.M.
No Fire Insurance has been effected.
P. THOMAS, Agent.
Hongkong, June 18, 1913.

TOYO KISEN KAISHA

NOTICE TO CONSIGNEES.
FROM SAN FRANCISCO, via HONOLULU, JAPAN PORTS AND MANILA.

THE Steamship TENYO MARU.
The above-mentioned steamer having arrived, Consignees of cargo are hereby informed that all goods are being landed at their risk into the Company's Godown at West Point, whence delivery may be obtained.
No Fire Insurance whatever will be effected.
No claims will be recognized after the Goods have left the Godown, and all Goods remaining undelivered on June 23rd, at 5 p.m. in the afternoon, will be subject to storage charges.
All claims must be filed on or before 30th June, otherwise they will not be recognized.
S. MORIMOTO, Agent.
Hongkong, June 16, 1913.

DAVID SASSOON & CO., LTD.

AGENTS.
Hongkong, Feb. 15, 1913.

